

Rail: East Deerfield Yard Intermodal Project - Federal
BD-25-1030-0T100-0T100-110053

Q&A

question #	Created Date	User Created	Question Subject	Questions	Answers
1	11/26/2024	Claire Coupal/The Middlesex Corporation	Bid due date	Please consider extending the bid due date by approximately 3 weeks to accommodate the imminent holiday season and associated resource constraints.	Bid date will be extended to January 13, 2025 at 2:00PM. No changes will be made to the project completion dates.
2	11/26/2024	Claire Coupal/The Middlesex Corporation	DBE Participation	Given that most track materials for this project are being furnished by the Owner, please reconsider the DBE participation goal of 16%. Please also clarify if the goal applies to the project allowance items.	The DBE goal applies to the project allowances. Contractor use of allowances will come with pre-approval from MassDOT/Engineer. A DBE can be used for project allowance work when approved by MassDOT/Engineer in advance. The DBE goal is determined by the MassDOT's ODCR (Office of Diversity and Civil Rights) and will not be reconsidered. The DBE participation on this contract is a goal.
3	11/26/2024	Claire Coupal/The Middlesex Corporation	rehabilitation to the existing #10 turnout	Please clarify the extent of rehabilitation to the existing #10 turnout (Main Track 2) in the Intermodal Yard.	The extent of the rehabilitation to the #10 turnout (Main Track 2, Intermodal Yard) will be replacement of timbers and surfacing. The 132lb rail will remain in place.
4	12/3/2024	Claire Coupal/The Middlesex Corporation	Time of Year restriction / Winter Shutdown period	Please clarify/confirm if bidders are to assume a restriction / Winter Shutdown period between December 1st and March 15th, thereby limiting physical construction activities to the period March 15th 2025 through December 1st 2025 (substantial completion).	There is no specific year-end shut-down or restrictions for this project. Work will be allowed "weather permitting" at the Contractors discretion and with coordination with the host railroad. Completion dates must be adhered to as is stated in the contract.
5	12/5/2024	Brian Leuck/RailWorks Track Services	Owner Supplied Ties	Will the owner supplied tie be pre-plated?	No. Owner supplied ties will not be pre-plated.
6	12/5/2024	Brian Leuck/RailWorks Track Services	Owner Supplied Material	Where will the owner supplied material be provided? Will it be at Deerfield Yard?	The owner supplied material will be primarily located within the limits of East Deerfield Yard. Some materials will also be stored at the MassDOT Facility at 236 Greenfield Road, South Deerfield, MA . MassDOT may also store materials at other MassDOT owned locations within 10-miles of the site. See addendum.
7	12/5/2024	Brian Leuck/RailWorks Track Services	Tie Plates	Please confirm all tie plates for this project will be double shoulder tie plates?	Confirmed. All plates purchased by MassDOT for installation the project will be double-shouldered.
8	12/5/2024	Brian Leuck/RailWorks Track Services	Allowance Bid Items	Descriptions for bid items 23 to 26 state that the contractor will be paid up to the allowance value listed. If cost for these items exceed the allowance will the owner compensate the contractor for additional costs?	For Bid items 23 through 26 the values are estimates. The Contractor will submit documentation of costs incurred and reimbursed under these allowance items. Costs exceeding the estimated values will be approved in advance by MassDOT/Engineer in writing prior to approval assuming the costs are justified and the Contractor is not the responsible party for the increased costs.
9	12/5/2024	Brian Leuck/RailWorks Track Services	Sales Tax	Will this project be tax exempt?	Yes. This project is Tax Exempt. MassDOT will provide tax exemption forms to the selected Contractor following award.
10	12/11/2024	Luz Carrillo/Railroad Construction Company, Inc.	RCC RFI 001	Bid Item No. 9 is bid as a unit cost per foot for the rehabilitation of 4 yard tracks totaling 17,250 TF. In Specification Section A00801, Section B of the Project Notes it is stated that 1,000 new ties per track will be provided by MassDOT. Please confirm that our bids for this item are based on the replacement of 4,000 ties. Should additional ties need to be replaced they will be paid via change order.	The total tie replacement on this project is anticipated to be for 4,000 total ties for the receiving yard tracks. Approximately 1,000 ties per track are estimated at this time but final locations for the 4,000 ties to be installed will be determined by the Engineer. Ties replaced above this value will be via approved change order.
11	12/12/2024	Luz Carrillo/Railroad Construction Company, Inc.	RCC RFI 002	Bid Item No. 13 is for the rehabilitation of 6 each No. 10 turnouts. Please clarify the following: a. Plan Sheets K-0002 & K-0003 describe the rehabilitation for each turnout to include timber only or timber and frog replacement. The turnout on Plan C-0401 does not describe the scope of rehabilitation. Please advise. b. The rehabilitation of the turnouts calls for Full Timber Package. Please provide a listing timber size and quantity	The scope of the turnout "rehabilitations" will be based on the following tie schedule, including replacement of the frog (when stated), associated plates, and guardrails. For the timber replacements, from the switch points up to the heel of the frog the tie schedule will be as is listed in the table. Beyond the heel of the frog the timber schedule will be at the Engineers discretion with installation of the 16' and 17' timbers or weaving of 8' 6" ties as is necessary for the location. Timber schedule for #10 Turnout: 9' – 11 ea. 10' – 13 ea. 11' – 9 ea. 12' – 7 ea. 13' – 6 ea. 14' – 6 ea. 15' – 5 ea. 16' – 8 ea. 17' – 6 ea. For turnouts rehabilitations requiring frog replacements the scope involves replacement of the frog, associated plates, and installation of new guardrails.
12	12/13/2024	Luz Carrillo/Railroad Construction Company, Inc.	RCC RFI 003	During the pre-bid meeting we were advised that material to be furnished by MassDOT will either be located at the East Deerfield Yard or a storage yard located adjacent to the office at 236 Greenfield Road. Please provide a listing of the material that will be located at 236 Greenfield Road so we can accurately estimate the trucking required to load and relocate	The owner supplied material will be primarily located within the limits of East Deerfield Yard. Some materials will also be stored at the MassDOT Facility at 236 Greenfield Road, South Deerfield, MA . MassDOT may also store materials at other MassDOT owned locations within 10-miles of the site. See addendum.
13	12/14/2024	Luz Carrillo/Railroad Construction Company, Inc.	RCC RFI 004	Please confirm that the contractor is not responsible to receive and unload any material to be furnished by MassDOT. Only to reload and transport as needed from stockpile to installation location.	This is confirmed. The Contractor is not responsible for unloading materials ordered by MassDOT. The Contractor is responsible for the transportation of materials to East Deerfield Yard from locations within the specified distances set by the contract documents.

14	12/15/2024	Luz Carrillo/Railroad Construction Company, Inc.	RCC RFI 005	Please provide approved ballast suppliers that have provided material to this facility in the past by both truck and rail.	MassDOT cannot provide approved ballast suppliers at this time. It is the Contractors responsibility to find approved ballast suppliers. Ballast must meet the approved specifications per the contract documents.
15	12/11/2024	Brian Leuck/RailWorks Track Services	Track Time	How many hours per day will the contractor be allowed to work?	The standard working hours for this project are 7:00am-3:00pm. Standard working hours are subject to track time availability and the Operating Railroads ability to supply flagging support. East Deerfield Yard is an active railroad site, as is specified in the bid documents, so track time is to be scheduled on a day to day basis with intermittent delays to be expected.
16	12/11/2024	Brian Leuck/RailWorks Track Services	Track Time	How much down time for train delays should we anticipate each day?	The standard working hours for this project are 7:00am-3:00pm. Standard working hours are subject to track time availability and the Operating Railroads ability to supply flagging support. East Deerfield Yard is an active railroad site, as is specified in the bid documents, so track time is to be scheduled on a day to day basis with intermittent delays to be expected.
17	12/11/2024	Brian Leuck/RailWorks Track Services	Bid Date	Can the bid date be pushed 2 weeks?	Bid date will be extended to January 13, 2025 at 2:00PM. No changes will be made to the project completion dates.
18	12/12/2024	Brian Leuck/RailWorks Track Services	Bid Date	Please push the bid date 2 weeks. With the holidays coming up the DBE firms we are solicitating quotes from need more time to assemble their bids.	Bid date will be extended to January 13, 2025 at 2:00PM. No changes will be made to the project completion dates.
19	12/12/2024	Brian Leuck/RailWorks Track Services	DBE Form	Can you clarify what DBE forms need to be submitted with our bid?	All required DBE forms are in the contract specification. See documents B00853, B00854, B00855.
20	12/13/2024	Thomas Le/Manafort Transit, LLC	Derail Material	Specification section A00801 page 115, para PRODUCTS B 1 states  ??Sliding Block Derail and Hinged Block derails will be supplied by MassDOT and installed by Contractor  ??. The bid form said Contractor to furnish the derail. Please advise which one is correct	The sliding block and hinged block derails for the intermodal site are to be supplied by the Contractor. See addendum for updated contract language.
21	12/13/2024	Thomas Le/Manafort Transit, LLC	Ballast Stone	Please confirm the ballast stones for turnout rehabilitation work / new track work will paid under item 10 furnish & install new ballast stone.	This is confirmed. The ballast stone for turnout rehabilitation work / new track work will paid under item 10 furnish & install new ballast stone.
22	12/13/2024	Thomas Le/Manafort Transit, LLC	Track Rehabilitation	Please confirm no excavation work associated with item 9 - track rehabilitation work.	Confirmed. There is no intended excavation work for the rehabilitation of receiving yard tracks. Ballast stone will be dumped and tamped as is needed. A "skim lift" is intended to be necessary throughout the receiving yard limits to create uniform geometry throughout the tracks. Following completion of work the track will meet all MassDOT MW-1 specifications for geometry, cribs, shoulders, etc.
23	12/13/2024	Thomas Le/Manafort Transit, LLC	Turnout Replacement Work	Drawing K-0206 & K-0207 show welded #8 & 10 turnout. Is the price for item 11, 12, 13 to included the thermite welding works?	Bid Line items 11, 12, and 13 should not include thermite welding. No thermite welding is anticipated for the turnouts on this project. The final condition of the new turnouts will be jointed construction.
24	12/13/2024	Thomas Le/Manafort Transit, LLC	Timber Disposed	Please confirm the cost of timber ties disposal for the existing track rehabilitation work and turnout rehabilitation work will be paid under item 15 Clean up & Disposed Removed Timber.	This is confirmed. The cost of timber ties disposal for the existing track rehabilitation work and turnout rehabilitation work will be paid under item 15 Clean up & Disposed Removed Timber.
25	12/13/2024	Thomas Le/Manafort Transit, LLC	Timber Disposed	Please confirm the cost of timber ties disposal for the existing track removal work will be paid under item 15 Clean up & Disposed Removed Timbers.	This is confirmed. The cost of timber ties disposal for the existing track rehabilitation work and turnout rehabilitation work will be paid under item 15 Clean up & Disposed Removed Timber.
26	12/13/2024	Thomas Le/Manafort Transit, LLC	Asphalt Underlayment	Drawing K-0205 show 5in asphalt underlayment. Please clarify whether the 5in asphalt underlayment is required.	5" Asphalt underlayment is not required for crossings on this project. Underdrains for the crossing are also not required on this project.
27	12/13/2024	Thomas Le/Manafort Transit, LLC	Pre-assemble Turnout	From the pre-bid meeting note, the turnouts that provided by MassDOT are not pre-fabricated/pre-assemble for fit. Special provision Part 1 Material furnish by MassDOT paragraph A. New 136RE No 10 Turnout states  ??Turnout are pre-plated and have been pre-assembled prior to delivery.  ?? Please	Turnouts will be purchased as pre-plated for the intermodal site. Turnouts for the receiving yard tracks will not be pre-plated. See addendum for updates.
28	12/13/2024	Thomas Le/Manafort Transit, LLC	Pre-assemble Turnout	From the pre-bid meeting note, the turnouts that provided by MassDOT are not pre-fabricated/pre-assemble for fit. Special provision Part 1 Material furnish by MassDOT paragraph B. New 136RE No 8 Turnout states  ??Turnout are pre-plated and have been pre-assembled prior to delivery.  ?? Please	Turnouts supplied by MassDOT will be pre-plated for use in the Intermodal site. Turnouts supplied by MassDOT for use in the Receiving Yard tracks will not be pre-plated. See addendum for updates.
29	12/13/2024	Thomas Le/Manafort Transit, LLC	Remove Existing Turnout	Please confirm the removal of existing turnouts for turnouts replacement will be paid under bid item 5  ?? removal of existing track by track feet.	Bid item 5 is specific to the removal of turnouts in the Intermodal site.
30	12/13/2024	Luz Carrillo/Railroad Construction Company, Inc.	RCC RFI 002	The scope of work for the rehabilitation of the 4 existing yard tracks involves full rail replacement and partial tie replacement. Please confirm that regauging of existing ties, if required, is not to be included in our bid and if required will be reimbursed via change order	Regauging of ties is required as part of this project. The final track gauge in the Receiving Yard site will be within MassDOT's tolerances for new track construction. All existing holes from removed spikes on existing ties must be plugged with an approved tie plugging compound per the contract specifications.